existing facilities for getting the goods from the ports to the interior and the front. Added to this was the consideration that the Russians sometimes failed to assemble correctly the articles sent them, or to use them properly when they had them.

Thus our representatives reported that there was at Vladivostock an accumulation of essential war stores, estimated at 400,000 to 500,000 tons, much of it lying about in the open.

Congestion at Vladivostock and Kola

[illegible]

through failure of the Trans-Siberian Railway to clear it. At Kola the congestion was such that tonnage was being held up in the port for weeks, and sometimes for months, waiting to be unloaded. As there were no exports to place on returning vessels, and no ballasts available for them,

> " coal was put on board to serve this purpose which had only just been shipped out from England."

Although there was a shortage of rolling stock to move these goods we learnt that in addition to the rolling stock used for carrying supplies and munitions for the Army,

> " a large amount of rolling stock is improperly used for other subsidiary purposes, such as the housing of soldiers and the storing of

Misuse of supplies. It is also asserted that the

rolling stock strategic reserve of rolling stock is far in excess of military requirements, and that some of the railways are so congested with waggons that at times they cannot be used at all.[91]